NextGEN

Welcome to SE2020 Introductory Briefing

November 2014

FAA

Agenda

- **Overview of the SE2020 Vision**
  - Overview, Fast Facts and Benefits
  - SE2020 Category Delineation and Products & Services
  - SE2020 Organization Contact List
  - SE2020 Contract Award Details
  - Task Order Distribution Between Contracts
- **Engagement Process**
  - SARC and ASRB Processes
  - Engagement Process
  - Estimated Timeline
- **Task Order Request Package**
  - Definition and Lessons Learned
  - Funding Guidance and Cost Estimates
  - Communications Plan
  - Frequently Asked Questions
- **Core Capabilities Definitions**

SE2020 Overview

- The **SE2020 program** manages a portfolio of contracts providing support services for research, analysis, systems engineering, and integration for the Next Generation Air Transportation System (NextGen) and non-NextGen initiatives.

- The portfolio consists of **7 contracts** (including small business set-aside awards) awarded in the spring-fall of 2010 with a period of performance that potentially **spans 10 years** (through 2020).

- The portfolio is one of the **largest the FAA has ever awarded**.

- The portfolio was awarded in two major categories:
  - Screening Information Request (SIR 1) - Research & Mission Analysis
  - Screening Information Request (SIR 2) - Systems Engineering

SE2020 Fast Facts

Total Ceiling Award Value	$7.3 Billion	
Period of Performance	10 yrs (5 year Base period with 3 year / 2 year option periods)	
Prime Awardees	• Boeing • General Dynamics • Exelis (formerly ITT) • Metron Aviation (small business set aside)	• Booz Allen Hamilton • TASC, Inc. • CSSI (small business set aside)
Total No. of Contract Awardees	153 (includes primes and subcontractors)	
No. of Task Orders Awarded to Date	269	
Value of Awards to Date	$643 Million	
Standard Terms	Cost plus, fixed fee, task order, term contract with allowance for level of effort/time and materials, firm fixed-price, labor, cost-plus award fee components	

***Note all figures as of November 1, 2014**

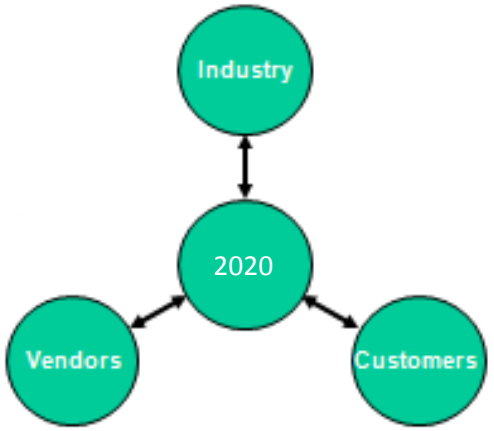
SE2020 Benefits

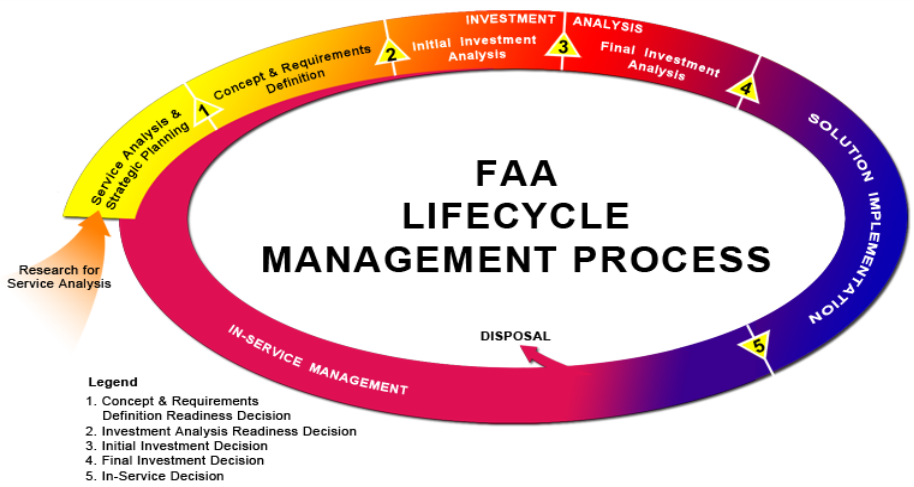
- Provides support from concept up to full scale development
- Facilitates formation of complementary vendor teams to deliver the full suite of NAS-related capabilities
- Incentivizes vendors to deliver quality products and services on time
- Enables task assignments to be awarded to multiple vendors to enable unique independent perspectives
- Encourages small business participation
- Expedites task order awards
- Allows the agency access to the full laboratory facilities and tools needed for NextGen, which are not currently part of the FAA's inventory of resources
- Allows for a clearing house for NextGen integration with a centralized consolidated portfolio approach, providing synergies and a reduction of duplication of effort across the vehicles
- Allows for a reduction in future vehicles, which in turn will allow for a reduction in costs through contract management and administration

Early Collaboration Efforts

SE2020 collaborated with key stakeholders . . .

- Conducted two market surveys involving over 100 vendors to obtain industry input (pre-award phase)
- Obtained input from numerous government organizations regarding contracting best practices and lessons learned -- over 300 vendor meetings, over 100 FAA user meetings (pre-award phase)
- Coordinated with CIO on development of KSN
  - 2020 is the largest user of KSN within the FAA
  - The PMO uses the full functionality of KSN, including repository, collaboration and workflow
- Collaborated with vendors on build out of KSN vendor site
- Established Liaison with Contracts/Legal and Point of Contact with customer organizations





Legend:
1. Concept and Requirements Definition Readiness Decision
2. Investment Analysis Readiness Decision
3. Initial Investment Decision
4. Final Investment Decision
5. In-Service Decision

SE

R&MA

PM Support for Program Offices Responsible for Fielding and/or Maintaining NAS Systems

NEW SERVICE NEEDS	MISSION	ANALYSIS	INVESTMENT	ANALYSIS	SOLUTION IMPLEMENTATION	IN SERVICE MANAGEMENT
	Service Analysis	Concepts & Reqs. Definition	Initial IA	Final IA		
	1	2	3	4	5	

Full Scale Development

M&O of NAS Systems

SE2020 Program

R&MA + ***SE*** = AMS Lifecycle - Full Scale Development - Maintenance of NAS Systems - Program Management Support for Program Offices responsible for fielding and/or maintaining NAS Systems

*Note SE2020 also includes support for activities outside the scope of the AMS Lifecycle

SE2020 Relationship to AMS Lifecycle

- SE 2020 Program covers the entire AMS Lifecycle with the exception of activities after Final Investment Decision that are:
  - Full-Scale Development
  - Maintenance of NAS Systems
  - PM Support for Program Offices that field or maintain NAS Systems

- Research & Mission Analysis (SIR 1) covers the NextGen Research and Mission Analysis activities necessary to reach the Concept and Requirements Definition Readiness Decision (CRDRD) in the AMS Lifecycle

- Systems Engineering (SIR 2) covers Systems Engineering, Program Planning and Financial Management activities that occur throughout the entire AMS Lifecycle with the exception of:
  - Research activities prior to CRDRD
  - Three areas listed above outside the scope of the SE 2020 Program

- SE2020 Program includes support for activities outside of the AMS Lifecycle

SE 2020 Functional Areas

R&MA and SE (SIR 1 & 2)

- Technology Opportunities Support
- Test Resources
- Laboratory Facilities
- Contract Management
- Policy Studies

R&MA (SIR 1) ONLY

- Demand for National Airspace System (NAS) Services Support
- Identified Projected Supply of Services
- Mission Needs Analysis & Assessment Support

SE (SIR 2) ONLY

- System Engineering Management
- Preliminary Program Requirements (pPR)
- System Requirements and Definition
- Analysis, Design, and Integration
- Value Engineering
- Supportability, Maintainability, and Reliability Engineering
- Quality Assurance Program
- Configuration Management
- NAS Information Security (INFOSEC) Support
- Non-NAS Information Systems Security
- System Safety Engineering and Management
- Other System Engineering Specialties
- NAS Enterprise Architecture Support
- Portfolio Management
- Life, Earned Investment and Business Case Analyses
- Forecasting and Strategy Development
- Business Planning
- Performance Analysis
- Program Planning and Financial Management
- Program Management Support
- Program Management System Tools
- Information Systems Development and Maintenance Training
- Business Process Re-engineering (BPR)

Sample SE2020 Products and Services

Research and Mission Analysis (R&MA)

NextGen Support for Pre-Concept and Requirements Definition Readiness (CRDR) Decision:

- Concept & Requirements Definition Planning
- Early Life Cycle Concepts and Prototyping
- Early Life Cycle Human Factors Research
- Early Life Cycle Concepts of Operations Research
- Early Life Cycle Human Performance Analysis
- Proof of Concept Research
- Operational Concept Demonstration Trials
- Cost Benefit Analysis
- Concept Integration
- Rapid Prototyping/Fast-Time Modeling
- Real-Time Simulations
- Real-Time Human-In the Loop Simulations
- Full-Scale Concept Demonstrations
- Cognitive Task Analysis Methods
- Conceptual Operations Verification & Validation
- Other Technical Assistance

Systems Engineering (SE)

NextGen & Non-NextGen Support for Post-CRDR:

- Concept & Requirements Definition
- Final Investment Analysis
- Final Requirements Documents, Enterprise Architectural Products
- Safety & Regulatory
- Business Continuity Planning
- Portfolio Analyses
- Operation of Financial Systems (e.g., PRISM, Spire, FMS)
- Maintenance/Enhancement of Financial Systems (e.g., Modifying Code)
- Acquisition Support
- Data Entry and Report Generation from Financial Systems (e.g, PRISM, Spire, FMS)
- Human Factors
- Concepts of Operations
- Human Performance Analysis
- Proof of Concept Validation
- Pre-Operational Trials & Operation Trials
- System Integration
- Rapid Prototyping/Fast-Time Modeling
- Pre-Development Real-Time Simulations
- Real-Time Human-In the Loop Simulations
- Full-Scale Prototype Demonstrations
- Verification & Validation (Test & Evaluation)
- Cognitive Task Analysis Methods
- Cost Benefit Analysis
- Other Technical Assistance

SE2020 Organization Contact List

SIR	Vendor	Contract #	Primary COR	Primary CO/CS	Lead CO
SIR 1	Boeing	DTFAWA-10-D-00019	Rich Galecki Rich.Galecki@faa.gov (202) 267-1558	Darrin Smith Darrin.Smith@faa.gov (202) 267-4366	Toloria Crawford Toloria.J.Crawford@faa.gov (202) 267-4048
	ITT Exelis	DTFAWA-10-D-00028	Rick Gonzalez Richard.Gonzalez@faa.gov (609) 485-4967	Mashonda Walston Mashonda.Walston@faa.gov (202) 493-4452	
	General Dynamics	DTFAWA-10-D-00029	Dee Akers Dee.Akers@faa.gov (202) 267-1563	Cecil Butler Cecil.Butler@faa.gov (202) 267-5149	
	Metron **	DTFAWA-10-D-00033	Debbie Frye Debbie.Frye@faa.gov (202) 267-1537	Jacqueline Haralson Jacqueline.Haralson@faa.gov (202) 267-3612	
SIR 2	Booz Allen Hamilton	DTFAWA-10-D-00030	Rick Gonzalez Richard.Gonzalez@faa.gov (609) 485-4967	Mashonda Walston Mashonda.Walston@faa.gov (202) 493-4452	
	TASC	DTFAWA-11-D-00002	Sharon Black Sharon.Black@faa.gov (202) 267-1565	Darrin Smith Darrin.Smith@faa.gov (202) 267-4366	
	CSSI **	DTFAWA-10-D-00016	Dee Akers Dee.Akers@faa.gov (202) 267-1563	Mashonda Walston Mashonda.Walston@faa.gov (202) 493-4452	

** Set Aside – Small Business

Tim Fitzick is the SE2020 Program Manager

SE2020 Program Governance

- Customer (Technical Officer's Representative - TOR) – define task order requirements, provide funding (generally), oversee day to day performance, and review vendor work products and deliverables

- Program Office – ensure orderly and timely control and administration of SE 2020 contracts generally and Task Orders specifically
  - Program Manager – responsible for Program oversight
  - CORs – provide technical direction and financial oversight
  - Engagement Team – assists customers in preparing PWS, IGCE and PR and answering questions from initial meeting through task order award

- Contracting Office – provides full suite of procurement and contract management actions

- Legal – provides full suite of program and contract advisory functions

SIR 1 Full and Open Contract

- Awarded – May 26, 2010
- Contract Ceiling - $1,708,946,911.30

- **Prime Contractor: Boeing Aerospace Operations, Inc.**

- **Team Members**
  - Adacel Systems Inc.
  - Advance Management Technology, Inc.
  - Airbus
  - Cessna Aircraft Company
  - Embry-Riddle Aeronautical University
  - ENSCO, Inc.
  - Harris Corporation
  - Honeywell International, Inc.
  - Insitu
  - Jeppesen
  - Jerry Thompson & Associates, Inc.
  - Lockheed Martin Transportation and Security Solutions and MS2 Division
  - Mosaic ATM
  - Spectrum Software & Technology
  - Tetra Tech
  - Washington Consulting Group, Inc.

SIR 1 Full and Open Contract

- Awarded – May 26, 2010
- Contract Ceiling - $1,183,004,390.18

- **Prime Contractor: General Dynamics One Source**

- **Team Members**
  - ADS-B Technologies, LLC
  - Advanced Aerospace Solutions, LLC
  - Alaska Airlines, Inc.
  - Avidyne Corporation
  - BAE Systems Technology Solutions & Services Inc.
  - Baron Services, Inc.
  - Center for Network Centric Product Support Research, LLC
  - Cirrus Aircraft
  - Conklin & de Decker, Inc.
  - CSSI, Inc.
  - FlightSafey International, Inc.
  - Gulfstream Aerospace Corporation
  - Hi-Tec Systems, Inc.
  - Infina, Ltd.
  - Innovative Solutions International
  - Interim Solutions for Government, LLC
  - Jet Aviation
  - NCPS Research
  - Sikorsky Aircraft Corporation
  - Systems Research & Applications Corporation
  - Universities Space Research Association
  - Veloxiti Inc. (formerly Applied Systems Intelligence, Inc.)

SIR 1 Full and Open Contract

- Awarded – May 26, 2010
- Contract Ceiling - $1,415,115,571.59

- **Prime Contractor: Exelis (formerly ITT)**

- **Team Members**
  - Aviation Communication & Surveillance Systems
  - Aerospace Engineering & Research
  - Associates
  - Aerospace Engineering Solutions
  - Airways New Zealand
  - Alvarez & Associates
  - ARCON
  - Aurora
  - Basic Commerce & Industries
  - Bell Helicopter
  - Bombardier Inc. – including Learjet
  - Bridgenet
  - CGH Technologies
  - Computer Sciences Corporation
  - Crown
  - Concepts Beyond
  - Embraer
  - Enroute Computer Solutions
  - Flatirons Solutions
  - GE Aviation (NAVERUS)
  - Human Solutions, Inc.
  - Intelligent Automation Inc.
  - Jet Blue
  - Middle Tennessee State University
  - NEXA
  - Northrop Grumman
  - Ohio University
  - Payne & Associates
  - Piaggio Aero
  - Piper Aircraft
  - Raytheon
  - PANASONIC
  - Pragmatics
  - Robinson Aviation
  - Rockwell Collins
  - Searidge
  - Sensis
  - Serco
  - SRI International
  - Thales ATM
  - University Corporation for Atmospheric Research
  - United Airlines
  - Veracity
  - Weather Driven Business Solution

SIR 1 Set Aside Contract

- Awarded – June 29, 2010
- Contract Ceiling - $1,146,918,066.61

- **Prime Contractor: Metron Aviation, Inc.**

- **Team Members**
  - ARINC, Inc.
  - Air Traffic Analysis, Inc.
  - AvMet Applications, Inc.
  - Antiok Holdings, Inc.
  - Ball Aerospace
  - Bell Helicopter Textron Inc.
  - Bier, Vicki
  - Big Texas Sky, Inc
  - Bombardier Inc. via Bombardier Aerospace
  - Cessna Aircraft Company
  - CNA Corporation
  - Computer Sciences Corporation (CSC)
  - Covell Solutions, Inc
  - CSSI, Inc.
  - David E. Schaeffer Associates
  - DTIS. LLC
  - Enroute Computer Solutions
  - Flatirons Solutions Corporation
  - Flight Safety International
  - Flight Research Associates
  - Ford Aviation Solutions, LLC
  - GE Aviation Systems LLC
  - George Mason University
  - Georgia Tech
  - Human Solutions, Inc
  - Indigo Arc LLC
  - Innovative Solutions International
  - ITT Corporation
  - JMA Solutions
  - JVN Communications
  - Karen Risa Robbins Consulting
  - MIT
  - Mosaic ATM, Inc.
  - MTP Associates
  - Northrop Grumman Information Technology, Inc.
  - Purdue University
  - Robinson Aviation (RVA)
  - Saab Sensis Corporation
  - Solentus, Inc
  - Suzette Matthews
  - Thales Avionics, Inc.
  - University of California at Berkeley
  - University of Maryland
  - STG Technologies, Inc.
  - VICC Associates
  - Andres Zellweger

SIR 2 Full and Open Contract

- Awarded – June 29, 2010
- Contract Ceiling - $711,779,836.02

- **Prime Contractor: Booz Allen Hamilton**

- **Team Members**
  - Adsystech, Inc.
  - Advanced Management Technology, Inc./TetraTech
  - Air Traffic Management Consultants (ATMC)
  - CGH Technologies
  - Innovative Solutions Inc.
  - Integrated Systems Solutions, Inc.
  - Jerry Thompson & Associates, Inc.
  - Engility (was L3 Communication)
  - Logistics Management Institute (LMI)
  - MCR Federal, LLC
  - NSS, Inc. (formerly L3 – Stratis)
  - Red Cloud Services
  - Regulus Group
  - Clovis Group

SIR 2 Full and Open Contract

- Awarded – October 18, 2010
- Contract Ceiling - $827,831,575.19

- **Prime Contractor: TASC, Inc.**

- **Team Members**
  - 6K Systems, Inc.
  - Aurora Flight Sciences Corporation
  - BPA Services, LLC
  - Bridgenet
  - CI2 Aviation Inc.
  - CNA Corporation
  - Dovel Technologies, Inc.
  - Engility Corporation
  - Enterprise Information Services, Inc.
  - Guident Technologies, Inc.
  - ICF Incorporated, LLC
  - Lead Dog Technologies, LLC
  - Modern Technology Solutions, Inc.
  - Parsons Infrastructure & Technology Group Inc.
  - Phase One Consulting Group, Inc.
  - PricewaterhouseCoopers, LLC
  - Real Time Consulting, LLC
  - Serco, Inc.
  - System Engineering Research and Development Institute, LLC

SIR 2 Set Aside Contract

- Awarded – April 8, 2010
- Contract Ceiling - $279,912,476.10

- **Prime Contractor: CSSI, Inc.**

- **Team Members**
  - Acquisition Solutions, Inc. (iCOR Partners)
  - Advanced Sciences & Technologies, LLC (AS&T)
  - Architecture Technology, Corp. (ATCorp)
  - Air Traffic Analysis
  - ASI Government
  - AvMet
  - AvVets, LLC - Jerry Whittaker
  - Christopher Reese
  - Environmental Consulting Group (ECG)
  - eScience and Technology Solutions, Inc. (eSTS)
  - Flatirons Solutions, Corp.
  - General Dynamics Information Technology , Inc.
  - Grant Thornton
  - Honeywell Technology Solutions
  - Innovative Solutions International (ISI)
  - Intelligent Automation, Inc. (IAI)
  - JRCS, LLC
  - MCR Federal, LLC
  - Noblis

TO Distribution Between Contracts

- It is the FAA's intent to equitably distribute/issue task assignments between the 'Research & Mission Analysis' and the 'Systems Engineering' contracts.
- Adjudication Board determines which contract(s) a specific task assignment is issued against
- Adjudication Board review is task order based – not organization based
- The FAA shall consider the following when determining which contract(s) a specific task assignment is issued against:
  (1) Best fit for technical requirements of the task assignment;
  (2) Organizational Conflict of Interest (OCI) issue(s);
  (3) Active TOs on each contract;
  (4) Cumulative distribution of TOs among the contracts;
  (5) Small business participation;
  (6) Performance evaluations on previous task assignments;
  (7) Contractor success in meeting small business subcontracting goals; and
  (8) Continuity of efforts;
- If it is determined to be in the best interest of the FAA, the FAA reserves the right to:
  (1) Issue a task assignment to only one contract;
  (2) Issue a task assignment to 2 or more contracts;
  (3) Compete the task assignment between all contracts;
- No protest recourse available to the vendors - FAA shall decide which contract(s) a specific task assignment is issued against.

Flexible TO Award Approach

- Competitive Proposal – solicitations distributed to all vendors within a given SIR
  - Customer provides Technical Evaluation Team
  - Currently required for all Task Orders exceeding $2M in estimated value
  - Competition waivers may be granted based on justification

- Directed Award (Adjudication) – vendor selection based on CO's assessment of analyses and evaluations of vendor capabilities prior to a formal request for vendor's technical and cost proposal

- Sole Source Award – vendor selection based on requirements only available from a single vendor
  - Requires sole source justification in accordance with AMS

- Follow On Award (Continuity of Effort - COE) – continuance of prior/ongoing work with previously selected vendor
  - Requires satisfactory Past Performance and COE justification

Task Order Competitions

- Preferred method of TO award
- Provides best value to the Government
- Enables customers to review multiple proposals and determine best technical approach
- Award timeframe consistent with directed award timeframes
  - Approximately 8 weeks
- Evaluation plan templates and samples speed award process
  - Technical Approach typically limited to10 pages in length plus resumes
  - Technical Evaluation Team typically consists of 3 FAA employees with additional advisors as needed
  - Number of proposals typically restricted to one for each prime vendor within R&MA or SE
- Once source selection determined, no protest recourse

Engagement Process

Early Customer Feedback

Feedback indicated that SE2020 needed to improve the customer experience in three key areas:

- **Process** — Simplify customer requirements
- **Transparency** — Readily identify TORP status
- **Timeliness** — Reduce processing time

.. . . Make it easier!

SARC and ASRB Processes

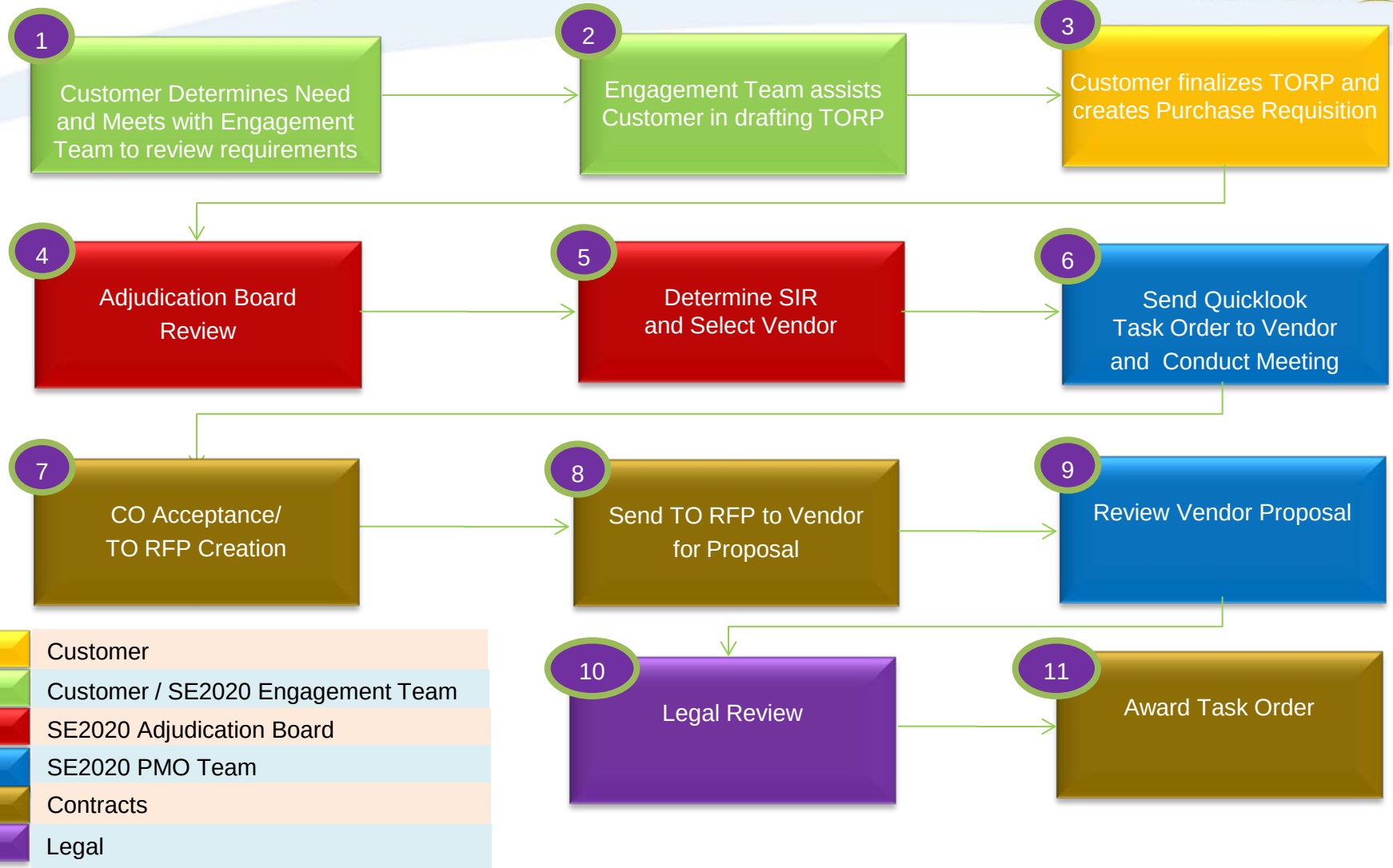
Service Acquisition Review Committee (SARC)

- ANG-1 Policy applies to all ANG new support service requirements
- Review requirements to determine which ANG contract vehicle best fits your requirement
- Contact SARC@faa.gov for questions and next steps

Acquisition Strategy Review Board (ASRB)

- ACQ-1 Policy effective May 2013 applies to all FAA support service requirements > $5M
- Assure selecting the best contract vehicle to meet the agency's needs for support services and complements the CFO review process
- Contact Rita McNair (AAQ-210), ASRB SOP POC, for questions

SE2020 Engagement Process



Estimated Timeline

- A timeframe for your specific task order is difficult to predict as it depends on:
  - Time to develop your TORP
  - Time to create and release your PR
  - Adjudication Board Review outcome
  - Legal Review
  - CO Acceptance/TO RFP Creation
  - Vendor Proposal Submission
  - Vendor Proposal Review (Cost Proposal, Resume Review, Task Plan)

<u>Estimated Timeline (once TORP is developed and ready for Adjudication Board)</u>

Adjudication Board Review, resolve outstanding issues, validate PR released, and send Quick Look (QL) to vendor	3 days
Schedule and conduct QL Meeting and revise Draft TO RFP	5 days
CO creates and issues TO RFP to vendor	5 days
Vendor prepares and submits Proposal to FAA	10 days
PMO and Customer review and analyze Proposal	5 days
Contracts Review and Negotiations	5 days
Contracts performs obligation in PRISM	2 days
Final Legal Review and Contracts awards Task Order	5 days

Task Order Request Package (TORP)

Task Order Request Package

- Task Order Request Package (TORP) consists of:
  - Draft Task Order Performance Work Statement (PWS)
  - Independent Government Cost Estimate (IGCE)
  - Procurement Request (PR)
  - Competition Waiver Request (*if needed*)
  - Continuity of Effort Request (*if needed*)

- SE2020 Engagement Team will work with your organization to develop the Task Order Review Package for your task orders

- Additional information for you:
  - TORP Template (including rates for each labor category)
  - J005 Labor Category definitions
  - PR creation instructions
  - Adjudication Board presentation
  - TOR Designation Form

Task Order Request Package

- Task Order Request Package (TORP) contains **Sensitive Unclassified Information (SUI)**
- TORP is For Official Use Only and is not to be shared with anyone external to the FAA without express written approval by the SE2020 Program Office
- Do not share your draft/final PWS or IGCE with contractor support as there may be a potential OCI/COI
- If you have any questions, please consult your Engagement Advisor or your Contracting Officer (once assigned)

Performance Based Contracting

- All current SE 2020 Task Orders are operating within Performance Based Contracting principles
- Task Order requirements are defined in a Performance Work Statement (PWS)
- Each PWS includes a Quality Assurance Surveillance Plan (QASP)
- Customers are required to evaluate vendor performance on a quarterly basis using an information tool keyed to the QASP
- Vendor performance issues are directed to CO and COR for resolution

TORP Lessons Learned

- Use latest available TORP template on KSN or from Team representative
- Provide vendor with enough information to write a quality proposal
- Show how task order work effort maps to high level FAA goals (e.g. Flight Plan)
- Provide the vendor with context for their task order effort by writing a detailed Background section – assume the vendor does not know about your work environment, its goals, objectives, etc.
- Cite relevant AMS paragraphs for the life cycle phases related to work
- Cite Applicable Documents a vendor would need to reference in order to accomplish your tasks
- Note the required format of the deliverables
- Note whether deliverables are needed in draft and/or final versions
- Map Deliverables to specific Task(s)
- Include specific requirements for each labor category – otherwise only the J005 Labor category definitions will apply
- State specific work location – otherwise the Vendor chooses where the work will be performed

TORP Technical Content

- Provide a clear description of scope, tasks and deliverables
- Include any unique characteristics/requirements for the work to be performed (i.e., TORP, SOW Temp Tab, Box 12)
- Check all the boxes for all capabilities being performed under this Task Order (i.e., TORP, SOW Temp II Tab, Box 14)
- If Task(s) are related to Major Capital Investment, indicate whether it is Pre-CRDR/Post-CRDR, otherwise it is NA
- Indicate any SE2020 Vendors' OCIs that could prohibit a vendor from objectively performing the work

Manage to the Bottom Line (MBL)

- Provides flexibility to change Level of Effort within existing labor dollar ceiling without requiring a formal contract modification
- Degree of flexibility varies based on customer need
- MBL may be implemented in three progressive levels of flexibility (levels 2 and 3 also grant authority offered in preceding levels)
  1. Change the mix of labor hours/dollars within the approved labor mix
  2. Change labor category level(s) within the approved labor mix
  3. Add existing J005 labor category(s) to the approved labor mix
- MBL must be formally granted by the CO for a specific task order
- After MBL implementation, all proposed labor mix changes must be approved by the customer (TOR) and documented by the vendor
- Changes to scope, deliverables, ceiling value, period of performance, LOE Hours between performance years, etc. are not under the scope of MBL and require a formal contract modification awarded by the CO
- Contact your COR for any MBL questions and next steps

Funding Guidance

- SE2020 Task Orders may be awarded for up to 5 years and without CFO signature requirements for awards above $10M
  - PR MUST BE created prior to Contracts review/submission TO RFP to vendor
  - Recommend creating PR prior to Adjudication Board review
- Full funding preferred for each task order but incremental funding accepted
  - Type of Funding typically must stay consistent but there are exceptions
  - A Task Order generally may only have one funding type (e.g., F&E, RE&D, or Ops), but there are exceptions
- A 5% cost sharing assessment will be applied at the PR level for all SE2020 task orders. This assessment goes to vendor program management support.
  - Two separate accounting lines are needed when setting up the PR
  - Please see the PR setup instructions for more details
- Task orders may be created with period of performance of more than one year (depending on funding type)
  - Operations funded task orders may only have a 365 days base award
  - Multiple Year awards may be made with Options for out years

Cost Estimating

- Independent Government Cost Estimates (IGCEs) will be developed within the SE2020 TORP package:
  - Customer organizations will identify the specific labor categories and level of effort (hours) by labor category entered in the TORP
  - The TORP spreadsheet will automatically fill in the applicable cost rates and calculate the total cost for each labor category
  - Customer organizations will identify the specific travel requirements and estimate number of trips, number of travelers, duration and cost per trip
  - Customer organizations will identify the specific ODC costs for their task order
  - Note the Cost Estimate for Labor is based on a blended labor rate across all primes and subcontractors for that labor category and level
  - The vendor's proposal may differ from the IGCE due to the blended rate used in developing the labor cost estimate

Communications Plan

- SE2020 Engagement Team to provide TORP status to customers on a weekly basis
- Request POC from each customer organization
- POC responsible for defining their organization's priorities and communicating specific SE2020 SOW Transition plans and new requirements for their organization
- Confirm TORP list and priorities with POC from each organization
- Establish regularly scheduled progress update meetings with each organization to communicate status, address outstanding issues and discuss next steps

Frequently Asked Questions

- Can I have multiple-year task orders or option years?
  - Yes, multiple-year task orders are allowed. Depending on the funding type and whether the task order is severable/non-severable, Option years may be used for the out years on SE2020 Task Orders.

- Who is my first point of contact to start the process?
  - Please contact Josh Hoff at 703.850.6792 or JHoff@B3Solutions.com

- What happens after I complete my TORP?
  - After your TORP is reviewed by the Engagement Team, the TORP is then scheduled for the Adjudication Board to determine which SIR and which contract awardee is selected for your task order. After adjudication, the Quick Look is prepared and the Quick Look Review meeting is conducted with the customer, vendor and COTR. The Draft TO RFP is finalized and sent to Contracts for submission.

- How long is it going to take to get my task order awarded?
  - While we cannot forecast every issue that may arise, we generally expect the TO award approximately 8 weeks after Adjudication.

Frequently Asked Questions

- Can I choose the Contractor I want to do my work?
  - No, this is the responsibility of the Adjudication Board.

- What is the role of the Adjudication Board?
  - The Adjudication Board ensures the TORP fits within scope of SE2020, helps identify any OCIs, determines whether the TORP is Research and Mission Analysis or System Engineering type work, and selects competition or the specific vendor to perform the work if directed.

- Can our organization participate in the adjudication process?
  - Yes, the TOR and other representatives are invited. Unless the TORP is for follow on work, the Adjudication process will be conducted only if the TOR is able to participate.

- What actions will our program office have to take during pre and post award?
  - During pre-award, your program office is responsible for completing the TORP package with assistance from the SE2020 Engagement Team, securing funding and creating the PR, attending the Adjudication Board meeting, reviewing the vendor proposal and resumes. For post award responsibilities, please see the TOR Delegation Letter.

Core Capabilities Definitions

SE 2020 Core Capabilities

R&MA and SE (SIR 1 & 2)

- Air Traffic Management (ATM) Automation
- Air Traffic Rules and Procedures
- Airspace Design and Analysis:
- Avionics Systems
- Communications
- Cost Benefit Analysis
- Fast-Time Modeling and Simulation
- Human Factors
- Human–in-the-Loop Simulations
- Integrated Laboratories
- NAS Air Traffic Facilities
- Navigation
- Operational Concept Development and Validation
- Security
- Service-Oriented Architecture
- Standards Development
- Surveillance
- System Safety
- Unmanned Aircraft Systems (UAS) Operations
- Weather

R&MA (SIR 1) ONLY

- Airplane Manufacturing
- Large Scale Demonstrations
- Rotorcraft Manufacturing
- Simulators, Airplane
- Simulators, Rotorcraft

SE (SIR 2) ONLY

- Business Process Re-engineering
- Enterprise Architecture Products
- Information Technology
- Investment Analysis
- Program Management
- Program Planning & Financial Analysis
- Requirements Definition

Core Capabilities

Research and Mission Analysis

- **Air Traffic Management (ATM) Automation**: Technical knowledge and experience in NAS ATM automation systems (e.g. Automated Radar Terminal System (ARTS), Standard Terminal Automation Replacement System (STARS), Common ARTS (CARTS), Host Computer System (HOST), En Route Automation Modernization (ERAM), Traffic Flow Management System (TFMS), and Advanced Technologies and Oceanic Procedures (A-TOP)(Ocean 21)) to include awareness of international system development trends and latest developments.
- **Air Traffic Rules and Procedures**: Technical and operational knowledge and experience in current procedures and policies, and technical and operational experience in developing proposed rules and procedures related to Air Traffic operations in the NAS.
- **Airplane Manufacturing (Large – 14 Code of Federal Regulations (CFR) Part 25)**: Technical knowledge and experience in the research, design, engineering, and manufacturing of transport category airplanes above a Maximum Take off Weight of 12,500 lbs.
- **Airplane Manufacturing (Small - 14 Code of Federal Regulations (CFR) Part 23)**: Technical knowledge and experience in the research, design, engineering, and manufacturing of airplanes in utility and acrobatic categories up to a Maximum Takeoff Weight of 12,500 lbs, and commuter airplanes up to a Maximum Takeoff Weight of 19,000 lbs.
- **Airspace Design and Analysis**: Technical knowledge and experience in airspace analysis, design/redesign, test, procedure development and configuration recommendations.
- **Avionics Systems**: Technical knowledge and experience in the research, design, engineering, testing, and manufacturing of avionics systems, their functions, capabilities and interface requirements, and associated standards compliance requirements.
- **Communications**: Technical knowledge and experience in ground-, air-, and satellite-based communication systems, standards, policies, and procedures.

Core Capabilities

Research and Mission Analysis (continued)

- **Cost Benefit Analysis**: Prepare rough order of magnitude cost-benefit analysis. Conduct life cycle cost and benefit analyses for individual and grouping of concepts commensurate with the scope and level of maturity of the concept. Technical knowledge and experience in providing Investment Analysis cost and benefit studies for large scale government type programs.
- **Fast-Time Modeling and Simulation**: Technical knowledge and experience in the design, development, testing and execution of fast-time modeling and simulation using appropriate/validated tools. Focused on the development of foundational methods and tools for addressing problems characterized as system-of-systems. Establishment of an effective frame of reference, crafting of a common lexicon, and study of various modeling and simulation techniques, including probabilistic robust design (including uncertainty modeling/management), agent-based modeling, network theory, object oriented simulations, and tools for capturing the interaction of requirements, concepts, and technologies.
- **Human Factors**: Technical knowledge and experience to identify the physical, cognitive, and social behavior characteristics of human interactions within the aviation system environments.
- **Human–in-the-Loop Simulations**: Technical knowledge and experience to simulate and evaluate human interactions within aviation environments in dynamic situations.
- **Integrated Laboratories:** Technical knowledge and experience in the design, development, operation, and maintenance of integrated aviation laboratories and test beds.
- **Large Scale Demonstrations**: Technical knowledge and experience in planning and conducting complex, large scale aviation demonstrations (which includes Pre-operational Trials) in a controlled laboratory setting, site specific demonstration test bed, or operational field environment**.**
- **NAS Air Traffic Facilities**: Technical knowledge and experience in the operations, maintenance, and certification of various types, kinds, and functions of NAS Air Traffic facilities.

Core Capabilities

Research and Mission Analysis (continued)

- **Navigation**: Technical knowledge and experience in ground-, air-, and satellite-based navigation systems, standards, policies, and procedures.
- **Operational Concept Development and Validation**: Technical knowledge and experience of the activities performed to support concept development and validation. Concept development is characterized as the process that describes, evaluates, and prepares a proposed capability, technology or procedure. Validation activities help quantify and qualify the operational feasibility and expected benefits of the concept.
- **Rotorcraft Manufacturing (Large – 14 CFR Part 29)**: Technical knowledge and experience in the research, design, engineering, and manufacturing of rotorcraft with a Maximum Takeoff Weight greater than7,000 lbs. and less than 20,000 lbs.
- **Rotorcraft Manufacturing (Small – 14 CFR Part 27)**: Technical knowledge and experience in the research, design, engineering, and manufacturing of rotorcraft up to a Maximum Take off Weight of 7,000 lbs. and a maximum of nine passengers
- **Security:** Technical knowledge and experience in researching, designing, and developing policies, procedures, standards, and systems to ensure the security of the NAS, including:
  - NAS and relevant non-NAS information systems;
  - Air Traffic Management operations and crisis response (both internal and external to the FAA);
  - Technical knowledge of National Institute of Standards and Technology (NIST) federal and special publications; particularly those providing details for FAA compliance with the Federal Information Security Management Act of 2002; and
  - Technical knowledge and experience in the seventeen (17) control families defined in NIST SP 800-53.

Core Capabilities

Research and Mission Analysis (continued)

- **Service-Oriented Architecture**: Technical knowledge and experience in designing and developing procedures and systems which provide network centricity and service orientation to NAS and non-NAS systems.
- **Simulators, Airplane (Large – 14 CFR Part 25)**: Access to, technical knowledge of, and experience using and networking simulators for Part 25 transport category airplanes into large scale disparate simulation test beds.
- **Simulators, Airplane (Large – 14 CFR Part 25 – Level C and D Fidelity)**: Access to, technical knowledge of, and experience using and networking simulators for Part 25 transport category airplanes at different fidelity levels into large scale disparate simulation test beds.
- **Simulators, Rotorcraft (Large – 14 CFR Part 29 – Level C and D Fidelity)**: Access to, technical knowledge of, and experience using and networking simulators for Part 29 rotorcraft at different fidelity levels into large scale disparate simulation test beds.
- **Standards Development**: Technical knowledge and experience in the development and implementation of both national and international technical aviation standards (e.g., FAA, RTCA and ICAO standards).
- **Surveillance**: Technical knowledge and experience in ground-based, air-based, and satellite-based surveillance systems, standards, policies, and procedures.
- **System Safety**: Technical knowledge and experience with FAA and International Safety Risk Management / Safety Management Systems (SRM/SMS).
- **Unmanned Aircraft Systems (UAS) Operations**: Technical knowledge and experience with the operations of all classes of UAS and the ability to analyze and recommend strategies for the integration of UAS into NAS operations.
- **Weather**: Technical knowledge and experience associated with detection, collection, processing, analysis, and dissemination of weather and the integration of weather data into automated decision-aiding systems to support weather avoidance.

Core Capabilities

Systems Engineering

- **Air Traffic Management (ATM) Automation**: Technical knowledge and experience in NAS ATM automation systems (e.g. Automated Radar Terminal System (ARTS), Standard Terminal Automation Replacement System (STARS), Common ARTS (CARTS), Host Computer System (HOST), En Route Automation Modernization (ERAM), Traffic Flow Management System (TFMS), and Advanced Technologies and Oceanic Procedures (A-TOP)(Ocean 21)) to include awareness of international system development trends and latest developments.
- **Air Traffic Rules and Procedures**: Technical and operational knowledge and experience in current procedures and policies, and technical and operational experience in developing proposed rules and procedures related to Air Traffic operations in the NAS.
- **Airspace Design and Analysis**: Technical knowledge and experience in airspace analysis, design/redesign, test, procedure development and configuration recommendations.
- **Avionics Systems**: Technical knowledge and experience in the systems engineering and testing activities of avionics systems, their functions, capabilities and interface requirements, and associated standards compliance requirements.
- **Business Process Re-engineering**: Technical knowledge and experience in identifying inefficiencies, including duplication within an organization, making recommendations for improvement, and establishing relationships with other organizations.
- **Communications**: Technical knowledge and experience in ground-, air-, and satellite-based communication systems, standards, policies, and procedures.
- **Cost Benefit Analysis**: Prepare rough order of magnitude cost-benefit analysis. Conduct life cycle cost and benefit analyses for individual and grouping of concepts commensurate with the scope and level of maturity of the concept.

Core Capabilities

Systems Engineering (continued)

- **Enterprise Architecture Products**: Technical knowledge and experience in the development of Enterprise Architecture products in the area of aviation.
- **Fast-Time Modeling and Simulation**: Technical knowledge and experience in the design, development, testing and execution of fast-time modeling and simulation using appropriate/validated tools. Focused on the development of foundational methods and tools for addressing problems characterized as system-of-systems. Establishment of an effective frame of reference, crafting of a common lexicon, and study of various modeling and simulation techniques, including probabilistic robust design (including uncertainty modeling/management), agent-based modeling, network theory, object oriented simulations, and tools for capturing the interaction of requirements, concepts, and technologies.
- **Human Factors**: Technical knowledge and experience to identify the physical, cognitive, and social behavior characteristics of human interactions within the aviation system environments.
- **Human–in-the-Loop Simulations**: Technical knowledge and experience to simulate and evaluate human interactions within aviation environments in dynamic situations.
- **Information Technology**: Technical knowledge and experience in the development, implementation, and life cycle support of information systems used in NAS and non-NAS Systems.
- **Integrated Laboratories**: Technical knowledge and experience in the design, development, operation, and maintenance of integrated aviation laboratories and test beds.
- **Investment Analysis**: Technical knowledge and experience in providing Investment Analysis cost studies for large scale government type programs.
- **NAS Air Traffic Facilities**: Technical knowledge and experience in the operations, maintenance, and certification of various types, kinds, and functions of NAS Air Traffic facilities.

Core Capabilities

Systems Engineering (continued)

- **Navigation**: Technical knowledge and experience in ground-, air-, and satellite-based navigation systems, standards, policies, and procedures.
- **Operational Concept Development and Validation**: Technical knowledge and experience of the activities performed to support concept development and validation. Concept development is characterized as the process that describes, evaluates, and prepares a proposed capability, technology or procedure. Validation activities help quantify and qualify the operational feasibility and expected benefits of the concept.
- **Program Management**: Technical knowledge, experience and activities in the management of scope, cost, schedule, quality, and stakeholder requirements.
- **Program Planning & Financial Analysis**: Technical knowledge and experience in providing support to large organizational programs pertaining to planning and financial analysis.
- **Requirements Definition**: Technical knowledge and experience in defining requirements for aviation related systems and activities.
- **Security:** Technical knowledge and experience in researching and designing and developing policies, procedures, standards, and systems to ensure the security of the NAS including:
  - NAS and relevant non-NAS information systems;
  - Air Traffic Management operations and crisis response (both internal and external to the FAA);
  - Technical knowledge of National Institute of Standards and Technology (NIST) federal and special publications; particularly those providing details for FAA compliance with the Federal Information Security Management Act of 2002; and
  - Technical knowledge and experience in the seventeen (17) control families defined in NIST SP 800-53.

Core Capabilities

Systems Engineering (continued)

- **Service-Oriented Architecture**: Technical knowledge and experience in designing and developing procedures and systems which provide network centricity and service orientation to NAS and non-NAS systems.
- **Standards Development**: Technical knowledge and experience in the development and implementation of both national and international technical aviation standards (e.g., FAA, RTCA and ICAO standards).
- **Surveillance**: Technical knowledge and experience in ground-based, air-based, and satellite-based surveillance systems, standards, policies, and procedures.
- **System Safety**: Technical knowledge and experience with FAA and International Safety Risk Management / Safety Management Systems (SRM/SMS).
- **Unmanned Aircraft Systems (UAS) Operations:** Technical knowledge and experience with the operations of all classes of UAS and the ability to analyze and recommend strategies for the integration of UAS into NAS operations.
- **Weather**: Technical knowledge and experience associated with detection, collection, processing, analysis, and dissemination of weather and the integration of weather data into automated decision-aiding systems to support weather avoidance.